

## **AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions and listings of claims in the application:

1. (Currently Amended) A lithium ion secondary battery, comprising:  
a lithium ion secondary battery body which is provided with an electrolytic solution; and

a safety mechanism which is activated before an inside short-circuit occurs, and discharges decomposition gas of the electrolytic solution, that is generated inside the lithium ion secondary battery body, to an outside of the battery when the battery is overcharged;

wherein an amount of the electrolytic solution provided into the lithium ion secondary battery is equal to or larger than an amount, at which an inflection point, that is related to a generation amount of the decomposition gas per unit time when the lithium ion secondary battery is overcharged, appears; and

wherein at a charging current of approximately 50 amps, and an opening pressure of the safety mechanism lower than approximately 1.5MPa, the safety mechanism is activated ten seconds or more before the inside short-circuit occurs.

2. (Cancelled).

3. (Original) The lithium ion secondary battery according to claim 1 wherein the safety mechanism is a safety valve which opens when a pressure in the lithium ion secondary battery reaches a preset pressure.

4-5. (Cancelled)

6. (Original) The lithium ion secondary battery according to claim 1, wherein the lithium ion secondary battery is mounted on a vehicle.

7. (Currently Amended) A method for designing a lithium ion secondary battery, wherein the battery is designed with a safety mechanism such that at a charging current of approximately 50 amps, and an opening pressure of the safety mechanism lower than approximately 1.5 MPa, a safety mechanism of the battery is activated before an inside short-circuit occurs so as to discharge decomposition gas of an electrolytic solution, which is generated inside the battery, to an outside of the battery, based on a first time which is after overcharging is started until discharging the decomposition gas, that is generated inside the battery, to the outside of the battery is started, and a second time which is after overcharging is started until the inside short-circuit occurs, wherein an amount of the electrolytic solution provided into the lithium ion secondary battery is equal to or larger than an amount, at which an inflection point, that is related to a generation amount of the decomposition gas per unit time when the lithium ion secondary battery is overcharged, appears; and

wherein a time difference between the first time and the second time is ten seconds or more.

8. (Cancelled).

9. (Currently Amended) The method according to claim 7, wherein the safety mechanism has a safety valve which opens when a the pressure in the lithium ion secondary battery reaches a the preset pressure lower than 1.5 MPa, and when the safety valve opens, the decomposition gas is discharged outside the lithium ion secondary battery, and the preset pressure is set based on a relationship between the

pressure at which the safety valve opens, and the difference between the second time and the first time.

10. (Currently Amended) The method according to claim 9, wherein the preset pressure is set based on the approximately 50 amp charging current of the lithium ion secondary battery.

11. (Original) The method according to claim 7, wherein an amount of the electrolytic solution to be provided into the lithium ion secondary battery is set based on a relationship between the amount of the electrolytic solution and the difference between the second time and the first time.

12. (Original) The method according to claim 11, wherein the amount of the electrolytic solution to be provided into the lithium ion secondary battery is set based on the charging current of the lithium ion secondary battery.